

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Original): An innerliner for pneumatic tires, wherein the innerliner comprises a modified ethylene-vinyl alcohol copolymer (C) obtained by reacting 1-50 parts by weight of an epoxy compound (B) with 100 parts by weight of an ethylene-vinyl alcohol copolymer (A) having an ethylene content of 25-50 mol%.

Claim 2 (Canceled).

Claim 3 (Previously Presented): The innerliner according to claim 1, wherein the ethylene-vinyl alcohol copolymer (A) has a degree of saponification of 90 % or more.

Claim 4 (Previously Presented): The innerliner according to claim 1, wherein the layer of the modified ethylene-vinyl alcohol copolymer (C) has an oxygen transmission rate at 20°C and at 65 % RH of $3.0 \times 10^{-12} \text{ cm}^3 \cdot \text{cm/cm}^2 \cdot \text{sec} \cdot \text{cmHg}$ or less.

Claim 5 (Previously Presented): The innerliner according to claim 1, wherein the modified ethylene-vinyl alcohol copolymer (C) is crosslinked.

Claim 6 (Previously Presented): The innerliner according to claim 1, wherein the thickness of the layer of the modified ethylene-vinyl alcohol copolymer (C) is 50 μm or less.

Claim 7 (Previously Presented): The innerliner according to claim 1, further comprising an auxiliary layer (D) of an elastomer adjacent to the layer of the modified ethylene-vinyl alcohol copolymer (C).

Claim 8 (Original): The innerliner according to claim 7, wherein the layer of the modified ethylene-vinyl alcohol copolymer (C) is laminated with the auxiliary layer (D) through at least one adhesive layer.

Claim 9 (Original): The innerliner according to claim 7, wherein the auxiliary layer (D) has an oxygen transmission rate at 20°C and at 65 % RH of 3.0×10^{-9} $\text{cm}^3 \cdot \text{cm}/\text{cm}^2 \cdot \text{sec} \cdot \text{cmHg}$ or less.

Claim 10 (Original): The innerliner according to claim 7, wherein a butyl rubber or a halogenated butyl rubber is used in the auxiliary layer (D).

Claim 11 (Withdrawn): The innerliner according to claim 7, wherein a diene-based elastomer is used in the auxiliary layer (D).

Claims 12-13 (Canceled).

Claim 14 (Original): The innerliner according to claim 7, wherein the auxiliary layer (D) has a thickness of 50-1500 μm in total.

Claim 15 (Currently Amended): A pneumatic tire comprising the innerliner according to claim 1 [[or 2]].

Claim 16 (Original): A pneumatic tire comprising the innerliner according to claim 7.

Claim 17 (Original): A pneumatic tire comprising the innerliner according to claim 8.

Claim 18 (Original): A pneumatic tire according to claim 17, wherein in the auxiliary layer (D) is designed so that in a region from the end of each belt to a bead portion, a portion of the auxiliary layer (D) corresponding to a width of at least 30 mm in the radius direction is thicker by at least 0.2 mm than a portion of the auxiliary layer (D) corresponding to a portion of the auxiliary layer (D) under the belt.

DISCUSSION OF THE AMENDMENT

The specification has been amended to disclose that the present invention is based on a Joint Research Agreement.

Claim 15 has been amended to depend on Claim 1 only.

No new matter has been added by the above amendment. Claims 1, 3-11 and 14-18 remain pending in the application. All of the above claims are active except Claim 11, which stands withdrawn from consideration. However, Claim 11 is subject rejoinder if the active claims are allowable.